

Application No. : 10/653,684 Confirmation No.: 3480
Applicants : Stephen H. Kesselring
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O I P E
U. S. PATENT & TRADEMARK OFFICE
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Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

REMARKS ON CHANGES IN CONTINUATION

Sir:

The above referenced continuation application was submitted that was not identical to the parent. Some corrections were required by the examiner of the parent in his first Office action and Draftspersons review of the Drawings. Below is a discussion of such corrections and a few additional changes.

Drawings

The Draftsperson objected to the margins in FIG. 1 and the grey background in FIGs. 5 - 8. Adequate margins have been provided in FIG. 1 and the grey background removed from FIGs. 5 – 8.

Specification

Correction required by the examiner of the parent are denoted by a *. Deletions are denoted by ~~strikethrough~~ and additions by underlining. Additional comments are provided where an explanation is thought necessary.

ABSTRACT



Line 8*: "Optionally, an air input tube may be provided..."

SPECIFICATION:

Page 1, line 23*: cylinders

Page 2, lines 31 - 32: "Motorcycle carburetors also have their barrels extended by demountable tubes termed velocity stacks."

Page 3, line 12*: knew known

Page 3, line 13*: Brauns Braun

Page 3, line 21: "There are a number of non-electronic..."

Page 5, lines 11 – 16:

"FIG. 5 is a graph showing the improvement in horsepower and torque using the invention with Keihin CV downdraft-type CBR-F2 carburetors mounted on a Kawasaki Honda CBR F2 motorcycle; FIG. 6 is a graph showing the same ~~with type~~ on a Kawasaki ZX11 carburetors motorcycle; FIG. 7 is a graph showing the same ~~with~~ Mikuni type 99R-1 carburetors mounted on a Yamaha Kawasaki ZX9-R motorcycle; and FIG. 8 is a graph showing the same ~~with~~ Keihin type ZX-9R Mikuni carburetors mounted on a Kawasaki Yamaha R-1 motorcycle."

Comments: The attorney who filed the parent application thought that the model numbers referred to carburetors instead of the motorcycles on which they are mounted. The model numbers for these motorcycles are well known. There was also a mix-up on which graphs were for which motorcycles.

These graphs were submitted to demonstrate the utility of the invention. It is useful to a greater or lesser extent for all motorcycles. The block **20** is made in the same way for all motorcycles, the only difference being the use of different mechanical adapters that do not affect the basic operation of the invention. The basic tuning procedure is also the same. No claims are based on differences in motorcycle models. For these reasons, the changes were not considered “new matter” and this was filed as a continuation and not a continuation-in-part application.

Page 6, lines 4 - 5: “...arranged ~~perpendicular~~ perpendicularly...”

Page 6, line 20 – 22: “In addition, if the restriction due to the block **20** is large compared to the restriction due to the air tubes **14** and downstream restrictions, then the air flow will be evened out.”

Page 6, line 25: ~~inch~~ in. (for consistency)

Page 7, line 9*: ~~show~~ shown

Page 8, line 22: “~~A~~ Also, a more efficient after-market air filter requires an additional $\frac{1}{2}$ to 1 turn more restriction ~~,also~~.”

Page 8, line 24*: “While it is possible to ~~optimized~~ optimize...”

NB. This correction was overlooked. It is respectfully requested that the examiner amend the application to correct this error. Otherwise, applicants will make it following the next Office action on the merits.

Page 9, line 4: “FIG. 5 is for a Keihin carburetors CV Downdraft type CBR F-2 installed on a Kawasaki Honda CBR F-2 motorcycle and is the most dramatic.”

Page 9, line 18: “FIG. 6 is for ~~the same with a~~ type ZX11 a Kawasaki ZX11D motorcycle, also with Keihin carburetors.”

Page 9, lines 25 – 27: “FIG. 7 show results for a ~~Mikuni~~ type R6 Keihin carburetors installed on a ~~Yamaha~~ Kawasaki ZX9-R motorcycle. Here the main improvement is a boost in horsepower and

torque at all rpms. FIG. 8 shows results for a ~~Keihin type ZX9R~~ Mikuni carburetors installed on a Yamaha R-1 motorcycle."

Comment: The last three changes correspond to the changes on page 5, lines 11- 16.

Page 9, line 31*: "...same principals principles of the invention..."

Page 10, lines 10 - 11*: "Since the problems and principals principles are similar..."

Respectfully submitted,



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